

COAST GUARD BULLETIN



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TO HOLD JOINT CONFERENCE ON PORT SECURITY MATTERS AT HEADQUARTERS

A joint conference of all District Port Security Directors, the commanding officers of Volunteer Port Security Forces, and the commanding officers of other units of Temporary Reservists will be held at Coast Guard Headquarters in Washington sometime in March. The District Port Security Directors will meet under the direction of Captain Norman B. Hall, Chief of the Port Security Division, and the commanding officers of the units of volunteers doing port security duties will meet under the direction of Captain A. C. Marts, Chief of the Temporary Reserve Division.

One-half of the three-day conference will be spent in joint meetings of the two groups, for the purpose of exchanging information as to the most efficient methods of utilizing volunteer Temporary Reservists in the Coast Guard's port security program.

Approximately 45,000 volunteers are now enrolled in the Temporary Reserve and performing part-time port security duties. 15,000 of these volunteers are performing duty in connection with 17 Volunteer Port Security Forces, and approximately 30,000 are Temporary Reservists who have been enrolled from the Coast Guard Auxiliary and are now performing their duties through Auxiliary Flotillas.

The purpose of the Headquarters conference is to take advantage of the experience gained during the past year and to make plans for streamlining the utilization of this large body of Temporary Reservists and bringing the performance of their duties up to maximum efficiency.

The ability and spirit of this group of older men represent a Coast Guard asset of great value which Headquarters officers plan to use to the fullest degree.

NEW MANUAL PRESCRIBES ORGANIZATION PATTERN FOR THE COAST GUARD

A manual prescribing the organization pattern to be followed by the United States Coast Guard in the administration of its activities has just been published. The publication, entitled "U. S. Coast Guard Organization Manual," embodies an organization plan, which, if understood and carefully observed, will aid materially in the successful conduct of the Coast Guard's program.

The manual, reflecting the Coast Guard's role as part of the Navy, and based on the organizational requirements of the wartime functions and size of the Coast Guard, includes the approved organization plans for Headquarters and the District Offices. It also contains a summary definition of the organizational relationships among Headquarters, the Districts, and individual command units.

In the Coast Guard, the chain of command ordinarily runs from the Commandant to the District Coast Guard Officer and in turn from the District Coast Guard Officer to the commanding officer of a particular operating or logistics unit. In the case of units reporting directly to Headquarters, the chain of command runs directly from the Commandant to the commanding officer of the unit. Where Coast Guard units are under the direct operational control of the Navy or where Coast Guard personnel are assigned to man units operated by the Navy, they come under the direct command of the Navy.

In the organization plan for Coast Guard Headquarters, the basic component is the Office of Operations, since that office has responsibility for the operations conducted by the Service. The other offices, Personnel, Engineering, and Finance and Supply, and the Intelligence, Inspection, and Legal Divisions,

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being of a logistics character, have the task of furnishing the personnel, matériel, funds, and special services required for carrying out these operations. The Office of Operations, therefore, formulates the plans and develops the operating requirements upon which the logistics activities are based. For the most part, the operating plans and logistic activities, as developed by the Headquarters staff, are carried out by individual units under the direction of the District Coast Guard Officers and their staffs.

The basic organization plan for the 15 district offices is generally a counterpart of the Headquarters organization. Each District Coast Guard Officer has a staff of assistants organized in much the same manner as the offices and divisions at Headquarters. These staff officers are responsible for planning and directing the performance of the basic operations of the Coast Guard and the provision of the required logistics within their particular districts. These activities are conducted within the framework of general plans developed by Headquarters, and the staff officers assist the District Coast Guard Officer in fitting these plans to the local circumstances existing in the district.

In view of the numerous types of units in the districts, no standard pattern is provided for the detailed organization and functions of these units. The commanding officers of the individual units are directly responsible to the District Coast Guard Officer for the performance of the functions assigned to them, except where intermediate levels of command have been established.

In certain districts, the District Coast Guard Officers, in order to provide for the more effective administration of district activities, have appointed Section Coast Guard Officers who are responsible for the over-all supervision of district activities performed within specified geographical areas.

REQUIREMENTS OF STATES FOR ABSENTEE VOTING BY SERVICEMEN

Additional information on the requirements for voting by absentee ballot in the various States where such is permissible is published herewith for the information of the members of the Coast Guard. In the February issue of this BULLETIN, the absentee voting requirements of the States of Illinois, Louisiana, Nebraska, and Pennsylvania were outlined. They will not be repeated in this article.

Applications for official war ballots have been sent to all Coast Guard units for the use of officers and men desiring to vote by mail. These cards will be honored in most of the States allowing absentee balloting, but must contain the applicant's party affiliation or preference.

The information below is based on the law as it existed on February 15, 1944. A number of proposals to amend the existing servicemen's voting law (Act 16 September 1942, Public Law 712, 77th Cong., otherwise known as "The Ramsay Act") are now being considered by Congress. Several states, including Maryland and Ohio, are awaiting congressional action before considering the passage of further legislation affecting voting by servicemen.

There will be balloting in 15 States prior to June 1. Set forth below are the requirements of 11 States not heretofore published in this BULLETIN.

ALABAMA.—First Democratic primary on May 2 and run-off primary on May 30. No Republican primaries. Laws regulating primaries not affected by Ramsay Act. Mail card to probate judge of home county not more than 20 days or less than 5 days before primary day. Separate application required for each primary. Registration and payment of poll tax required. Properly executed ballot must be returned before primary day.

CALIFORNIA.—Primaries May 16. Post card application for ballot may be made at any time. Registration necessary, but ballot and accompanying affidavit, properly executed and received in California, will constitute registration. Ballot must be executed by May 16 and returned in California by June 1.

FLORIDA.—First primary May 2. Run-off primary May 23. One post card sufficient for both primaries. Party preference must be stated. Applicant must be stationed outside State. If voter has never been registered, local canvassing board will record his votes for Federal offices only. Application should be made at once and executed ballot returned by primary day.

INDIANA.—Primaries May 2. Laws regulating primaries not affected by Ramsay Act. Application for a complete State ballot must be made. Post card will be honored provided the words "official war ballot" are struck out and "State absentee ballot" inserted. Applicant must be registered. Party affiliation must be indicated on application which should be received by the Secretary of State, Indianapolis, not before April 2, nor later than April 17. Executed ballot must be returned by May 2.

MARYLAND.—Primaries May 1. Voting in accordance with either Federal or State law permissible. Under Federal law application should be addressed to Secretary of State, Annapolis. Under State law application is addressed to the Board of Supervisors of Elections of the applicant's home county, to be received not before March 17. Printed post card application will be honored. If used under State law, words "official war ballot" shall be stricken out and words "absent voters ballot" inserted. Party affiliation must be stated. Ballot must be executed by May 1, and received by authorities by May 8.

NEW JERSEY.—Primaries May 16. Post card application must state party affiliation. Registration is required and application for such must be made in person. All Federal, State, and local offices will be included on the ballot which must be received by authorities properly executed by May 16.

NORTH CAROLINA.—Primaries May 27. Application permissible at any time prior to primary. Must be signed by voter or in his name by a member of his immediate family. Must show party affiliation in the precinct in which registered. The application and subsequent ballot should be addressed to the Chairman of the Board of Elections of the voter's home county. Receipt of post card application constitutes registration if otherwise qualified. All Federal, State, and local offices will be named on the ballot. Ballot must be received by authorities before the closing of the polls on May 27.

OHIO.—Primaries May 9. Laws regulating primaries not affected by Ramsay Act. Post-card application honored. Registration required in cities with a population of 16,000 or more and in smaller cities if so provided by ordinance or in a county if required by the county board of elections. In response to post cards of registered applicants applications for absent voter's ballots will be sent. The regular application should be returned to the proper election authorities. The executed ballot must be received back by May 5. Applicants not registered where registration is required will receive appropriate registration forms along with the regular application. Both should be properly executed and returned at once. The ballot should be properly executed and returned May 4. In all cases party affiliation or preference must be stated on the application.

OREGON.—Primaries May 19. Party affiliation must be stated on the post-card application. Since registration is required the receipt of the post-card application will constitute such registration. Application must be received not earlier than April 19 or later than May 8. Executed ballot must be received back by May 13.

SOUTH DAKOTA.—Primaries May 2. Laws regulating primaries unaffected by Ramsay Act. Post card will be honored, and should be sent to county or city auditor or the town clerk of home community. Party affiliation must be stated. Registration is required but one not registered may submit an affidavit explaining his absence from the State during the registration period, which affidavit will constitute adequate registration. The executed ballot must be marked by April 17 and received back by May 2.

WEST VIRGINIA.—Primaries May 9. The election authorities do not recognize the applicability of the Ramsay Act to these primaries. The following is an informative release by the Secretary of State of West Virginia.

"West Virginians who are members of the Armed Services of the United States may now register, and vote by mail in the primary to be held 9 May under Senate Bill No. 2 which was enacted by the Legislature at a special session convening January 3, 1944.

"Members of the Armed Services, who are not now registered can do so by requesting by letter, addressed to the county clerk of the county in which they resided at the time of their induction into the Services, for a registration blank. After filling in and signing the blank and having it certified by a commissioned officer, warrant officer or noncommissioned officer no lower in rank than a sergeant or the equivalent Navy rating of any branch of any Armed Services of the United States or by some other person qualified to administer oaths, it shall then be returned to the clerk of the county court. A request for a ballot can be made by filing the application for a ballot, found on the reverse side of the registration blank.

"Anyone who is now registered and in the Armed Services, can make a request for a ballot by writing to the circuit clerk of the county in which he or she is registered. This request can also be made by the father, mother or a friend."

The applicant for a primary ballot must state his party preference.

**FORMER C. G. COMMANDANT
WILLIAM E. REYNOLDS DIES
AT BALTIMORE**

Rear Admiral William Edward Reynolds, former Commandant of the United States Coast Guard, died in the Marine Hospital at Baltimore, Md., on January 25, at the age of 84. Rear Admiral Reynolds, a native of Montgomery County in Maryland, was the first Coast Guardsman to attain the rank of admiral, having been commissioned a rear admiral in 1923, 1 year before he retired from active service. He was appointed Commandant of the Coast Guard in 1919 which position he held until the time of his retirement.

Born in 1860, he began his service career in 1878, when he was appointed a cadet in the Revenue Cutter Service, forerunner of the present Coast Guard. During his long career, he served on all coasts of the continental United States, fought in two wars, and participated in a series of explorations in the north polar regions. In the course of one of these expeditions, he discovered Wrangel Island and took possession of it in the name of the United States.

Rear Admiral Reynolds served as a lieutenant in command of a cutter during the Spanish-American War and was a captain in World War I. In the early part of the century, he was granted special leave to attend courses at the Naval War College at Newport, R. I., Cornell University, and the Georgetown University Law School, the last of which awarded him his bachelor's degree in 1892, and his master's degree a year later.

During his tour of duty in the waters of southeastern Alaska, the Bering Sea, and the Arctic Ocean, he navigated in many uncharted areas, which led to his discovery of Wrangel Island. He was a member of the sledge party sent out in 1881 to search along the northern coast of Siberia for two lost whalers and the exploring ship *Jeannette*.

**COAST GUARD PERSONNEL NOW
INELIGIBLE FOR MERCHANT
MARINE LICENSES**

Coast Guard personnel will no longer be eligible to receive Merchant Marine licenses, according to an order recently issued by Coast Guard Headquarters. Hereafter no license, raise of grade, or extension of route will be issued to an officer or enlisted man of the Coast Guard on active duty, or to a full-time civilian employee of the Coast Guard. The new order does not apply, however,

to temporary members of the Coast Guard Reserve serving without pay, nor does it prohibit the renewal of licenses now held.

Experience required by the Rules and Regulations for the securing of licenses, raises of grade, or extension of route which may have been obtained prior to, or during the period of active connection with the Coast Guard will be allowed. Persons so qualified, however, will not be permitted to sit for examination while on active duty with, or employed by, the Coast Guard.

**DIRECTOR OF THE WOMEN'S RE-
SERVE PROMOTED TO RANK
OF CAPTAIN**

Commander Dorothy C. Stratton, Director of the Women's Reserve, U. S. Coast Guard Reserve, was promoted to the rank of captain on February 1. Ceremonies, conferring the highest rank authorized for any SPAR, were held in the office of Vice Admiral Russell R. Waesche, Commandant of the Coast Guard.

Captain Stratton was appointed Director of the SPARS with the rank of lieutenant commander on November 24, 1942, and was promoted to the rank of commander on January 1, 1944. Previous to her appointment as Director of the SPARS, she had been a lieutenant in the WAVES, the Women's Reserve of the United States Naval Reserve, on duty as senior officer at the Naval Training School, University of Wisconsin, at Madison. Captain Stratton, a native of Brookfield, Mo., is at present on leave as Dean of Women of Purdue University, Lafayette, Ind.

Under the direction of Captain Stratton, the SPARS surpassed the recruiting and training goals set for them in their first year, namely 5,000 enlisted women and 500 officers. They now number approximately 7,000 enlisted women and about 600 officers. The placement of these trained SPARS has released many Coast Guardsmen for sea duty.

**REAR ADMIRAL J. F. FARLEY
MADE HONORARY MEMBER
OF WIRELESS ASSOCIATION**

Rear Admiral Joseph F. Farley, Assistant Chief Operations Officer of the United States Coast Guard, was made an honorary member of the Veteran Wireless Operators Association at the nineth anniversary dinner-cruise of that organization which was held at the Hotel Astor in New York City on February 12.

The dinner-cruise had as its primary objective the payment of tribute to the heroic radiomen and communications personnel of the armed forces and the maritime services of the United Nations.

Among the aims and purposes of the Association is the recognition of meritorious service rendered to radio communication on land, at sea, and in the air, through the erection of memorials, and by the bestowal of testimonials, medals, scholarships, or other suitable awards.

TENDER CLASS CUTTER "SUNDEW" LAUNCHED AT DULUTH

The 180-foot tender class cutter *Sundew* was launched at the yard of the Marine Iron & Shipbuilding Co., Duluth, Minn., on February 8. The sponsor at the launching ceremonies was Mrs. Fred W. Buck, wife of Lieutenant Buck, a member of the Duluth regiment of the Volunteer Port Security Force of the United States Coast Guard.

The *Sundew* is the last of the cutters to be built for the Coast Guard by this company under existing contracts. It is the tenth cutter of the *Iris* class to be launched at that yard, the others being the *Basswood*, *Blackhawk*, *Blackthorn*, *Hornbeam*, *Redbud*, *Sassafras*, *Spar*, *Sedge*, and *Sweetbrier*. On March 21, 1943, the keel was laid for the first of these vessels, the *Basswood*, which has already been accepted and commis-

sioned by the Coast Guard.

The Zenith Dredge Co., another shipyard located in Duluth, also has a contract with the Coast Guard for 10 cutters of the *Iris* class, seven of which have already been launched, the *Salvia*, *Sagebrush*, *Bramble*, *Bittersweet*, *Mallow*, *Mariposa*, and *Firebush*. The *Iris*, *Thisite*, and *Woodrush* are scheduled to slide down the ways within the next 2 months. This company laid the keel for the first of its vessels of this class on June 24, 1943.

Under previous contracts, the two shipyards have delivered a total of 18 tender class cutters to the Coast Guard. Thirteen of these cutters were of the *Cactus* class, seven of which, the *Balsam*, *Gentian*, *Woodbine*, *Laurel*, *Madrona*, *Tupelo*, and *Sorrel*, were constructed by the Zenith Dredge Co. The remaining six, the *Cactus*, *Couiclip*, *Clover*, *Evergreen*, *Citrus*, and *Conifer*, were constructed by the Marine Iron & Shipbuilding Co. In addition, the latter company constructed five vessels of the *Mesquite* class, the *Mesquite*, *Buttonwood*, *Plane-tree*, *Papaw*, and *Sweetgum*.

All of the vessels built at Duluth were of the tender class, 180 feet in length

over-all with a molded beam of 37 feet, a draft of 12 feet, and a displacement of approximately 935 tons. The hulls are of steel and the vessels are powered with Diesel electric equipment turning a single screw. While the cutters are designed especially for maintaining aids to navigation, they are also capable of performing many of the various duties connected with Coast Guard activities.

COAST GUARDSMEN DECORATED FOR OUTSTANDING SERVICE IN NAVAL OPERATIONS

For their outstanding participation in the invasion of Italy at Salerno, three officers and one enlisted man of the United States Coast Guard have been decorated by the Commander, United States Naval Forces, Northwest African Waters, in the name of the President of the United States.

Capt. Raymond J. Mauerman was awarded the Legion of Merit with the following citation:

"For exceptionally meritorious conduct in the performance of outstanding services as Commanding Officer of a transport during the amphibious assault on Italy."

"Captain Mauerman, with great skill and judgment, directed the training, planning, and performance of his ship under fire, which enabled the embarked troops, vehicles and equipment to be landed promptly and expeditiously on the heavily defended assault beaches. During repeated enemy bombing attacks, he fought his ship ably and effectively and, having accomplished his mission, withdrew without serious casualty to his command.

"The extraordinary ability, professional skill, and outstanding devotion to duty displayed by Captain Mauerman reflected great credit upon himself and the naval service."

Lt. Comdr. James S. Hunt was awarded the Silver Star Medal with the following citation:

"For conspicuous gallantry and intrepidity in action while serving as Boat Group Commander of the assault craft of the U. S. S. *Samuel Chase* during the amphibious invasion of Italy on 9 September, 1943.

"Lieutenant Commander Hunt was responsible for the high degree of training and efficiency which enabled the assault boats of the U. S. S. *Samuel Chase* to properly reach the designated beaches in the Gulf of Salerno and expeditiously discharge the embarked troops and equipment against strong enemy opposition. On 10 September 1943 he made an extended reconnaissance in an assault boat under heavy enemy artillery fire beyond the established beaches. It was almost entirely through his great skill and determination that this mission was successfully accomplished and information obtained which materially assisted in the effective employment of the assaulting forces on strongly defended enemy positions.

"The exceptional courage, fearless leadership under enemy fire, and outstanding devotion to duty displayed by Lieutenant Commander Hunt were in keeping with the highest traditions of the Naval Service."

Lt. (j. g.) Grady R. Galloway was awarded the Silver Star Medal with the following citation:

"For conspicuous gallantry and intrepidity in action during the amphibious assault at Salerno, Italy, on September 9, 1943.

"As amphibious Scout and Beach Marking Officer, Lieutenant (j. g.) Galloway, with great daring and skill, placed his boat in the center of the landing beach 200 yards from enemy machine gun emplacements and exactly on time displayed marking signals. Upon the landing of the first wave and the outbreak of heavy enemy machine gun and mortar fire which swept the beaches, Lieutenant (j. g.) Galloway, with cool judgment and decisive action, directed the firing of a rocket barrage which overcame immediate enemy resistance on the beach and enabled the first waves to land successfully.

"The exceptional courage, prompt and decisive action, and outstanding devotion to duty displayed by Lieutenant (j. g.) Galloway were in keeping with the highest traditions of the Naval Service."

Coxswain C. B. Lilly was awarded the Silver Star Medal with the following citation:

"For conspicuous gallantry and intrepidity in action while attached to a transport during the amphibious assault at Salerno, Italy.

"On the morning of September 9, 1943, having, with marked initiative and skillful seamanship, successfully carried out his task of landing vehicles on the assault beach while under heavy enemy gunfire, C. B. Lilly went to the rescue of five soldiers in the waters off the beach, three of whom were seriously wounded men and brought them safely ashore to the nearest medical dressing station. His vigilance and self-sacrificing efforts in the face of great risk to himself contributed materially to the probable saving of several lives.

"The exceptional courage, prompt and decisive action, and outstanding devotion to duty displayed by C. B. Lilly were in keeping with the highest traditions of the Naval Service."

For meritorious conduct while in command of the Cutter *Spencer*, Captain Harold S. Berdine has been awarded the Legion of Merit with the following citation:

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the U. S. C. G. C. *Spencer* when that ship engaged and sank a German submarine in the Atlantic Area. While escorting a large convoy, Commander Berdine, sighting an enemy submarine, boldly maneuvered his ship into position and twice attacked the hostile underwater craft. Maintaining contact with the enemy while passing down through the convoy columns and close astern of the vessels, he delivered a third accurate depth-charge attack, forcing the submarine to surface. Relentlessly strafing the damaged craft with gunfire, he finally destroyed her and captured many of her crew."

For heroic conduct during the rescue of survivors from the ill-fated U. S. S. *Plymouth*, Stanley J. Korowicki, Seaman First Class, has been awarded the Navy and Marine Corps Medal with the following citation:

"For heroic conduct and outstanding devotion to duty while serving aboard a U. S. C. G. cutter during the rescue of survivors from the U. S. S. *Plymouth*. Volunteering to man a small boat to be launched from the deck of his ship, Korowicki, with several comrades, unhesitatingly went to the rescue of survivors floating helplessly downwind in the turbulent seas. Although the small craft was half swamped in launching by heavy rolling of his vessel, he worked tirelessly to keep the boat from being smashed or flooded, finally got under way successfully and assisted in picking up several survivors from the shark-infested waters. His unwavering determination aided materially in the rescue of many men who otherwise might have been lost, and was in keeping with the highest traditions of the United States Naval Service."

DEATH OF JAMES SWAN

Mr. James Swan, who held one of the important technical positions at Coast Guard Headquarters, died at Washington, D. C., on February 9, at the age of 73. Mr. Swan became affiliated with the Coast Guard in March 1942, when the functions of the Bureau of Marine Inspection and Navigation, where he was serving as Principal Marine Engineer, were transferred to the United States Coast Guard. In addition to his service with the Government, Mr. Swan, at various times during his career, has served as a member of the faculty of the Massachusetts Institute of Technology, was editor of a well-known marine trade paper, and held many important posts with various shipbuilding concerns.

Born in Boston, Mr. Swan was graduated from the Massachusetts Institute of Technology in 1891, and remained at the Institute for the next 5 years to aid in the establishment of courses in naval architecture. In 1896, he ended his formal connection with the Institute to study at the University of Glasgow in Scotland. In 1898, returning to America, he became naval constructor at the Newport News Shipbuilding Co. An expert on hulls, in which he was primarily interested, Mr. Swan later headed the Hull Technical Division of the New York Shipbuilding Co., Camden, N. J., and remained with the company for 17 years. During the last 12 years with this concern, he served as assistant to the president, and traveled all over the world, becoming internationally known in shipping circles.

He was elected to membership in the British Royal Institute of Naval Architects, and formed associations which made him of great value to the United States Government in the early 1920's. Mr. Swan served the Government on the United States Shipping Board in charge of evaluation and survey of American ships where he undertook extensive com-

parative studies of world shipping. He left the Government service to become editor of the periodical "Marine Engineering." Mr. Swan was with the latter publication from 1923 until 1927, when he became superintendent of construction and repair for the New England Steamship Co.

Returning to New York in 1932, Mr. Swan acted as New York City representative of the New York Shipbuilding Co. for 4 years, when the Federal Government again called upon him to gather comparative information for the Bureau of Marine Inspection and Navigation. After completing this work, he was invited to remain with the Bureau as Principal Marine Engineer, which position he held under both that Bureau and the Coast Guard until the time of his death.

SERVICE PERSONNEL TO GET MUSTERING-OUT PAY UNDER NEW ACT

Mustering out pay, commensurate with the length and type of service performed, will now be given to Coast Guard personnel who are separated from the Service under honorable conditions. This pay has been authorized by Congress under the provisions of an act approved February 3, 1944.

Rear Admiral William Brent Young, Chief of the Bureau of Supplies and Accounts, Navy Department, has asserted that mustering out payments to eligible Naval and Coast Guard personnel will be easily obtained by qualified personnel and will be paid promptly by a staff specially trained for the job. The simple application form, accompanied by a certificate of service or honorable discharge papers, is all that the veteran of World War II will need to submit to obtain his mustering out pay. The Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, is preparing to make all disbursements for the Navy and Coast Guard under the act, with the exception of the first installment, which will be paid on the day of discharge.

The act provides mustering out pay for personnel of the regular Coast Guard and its Reserve components who have been discharged or released from active duty on and after December 7, 1941. The amount involved will be determined by the length and type of service performed. Personnel with less than 60 days of active service will be entitled to \$100 only. Personnel with 60 or more days of active service, none of which was performed outside the continental limits of the United States or in Alaska, will be entitled to \$200. Personnel with

60 or more days of active service, any part of which was ashore or afloat outside the continental limits of the United States or in Alaska, will be entitled to \$300. Mustered out pay will not be used for the purpose of liquidating indebtedness to the Government and is not taxable.

Personnel in the following categories are not entitled to mustering out pay:

Officers discharged or dismissed or otherwise separated from the Service under conditions other than honorable.

Enlisted personnel who have been given dishonorable, bad conduct, or undesirable discharges.

Officers receiving pay of the fourth pay period and above at the time of their discharge or release.

Personnel discharged or released from active duty at their own request to accept employment unless they have served outside the continental limits of the United States or in Alaska.

Personnel transferred or returned to the retired or inactive list with retired or retainer pay.

Personnel discharged for the purpose of accepting a commission, reenlisting, or enlisting or accepting appointment in another branch of armed forces, or for entering the Military, Naval, or Coast Guard Academy.

Personnel whose only service has been as a cadet in the Military or Coast Guard Academies or as a midshipman at the Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any of those academies.

Naval Reserve officers in the class AVN or Marine Corps Reserve Officers in the class NAVC who are entitled to lump sum payment at time of their release.

Commissioned officers discharged or released from active duty more than 3 years after termination of the present war.

Mustering out pay will not be payable more than once in the case of any individual.

CAUSES OF WATER-FRONT FIRES AND FACILITIES INVOLVED SHOWN BY ANALYSIS

A recent analysis of the weekly reports submitted to Coast Guard Headquarters by the various Captains of the Port throughout the country discloses the facts that the most prevalent cause of fire along the waterfronts is welding and cutting, and that fires occur most frequently aboard vessels.

Welding and cutting has accounted for almost 16 percent of the number of fires

reported, and this is without doubt due to the immense shipbuilding activity on the waterfronts. The number of waterfront fires caused by smoking and careless disposition of matches is lower than the national average of 19.5 percent, indicating that the strict enforcement of no smoking regulations by the Coast Guard on waterfront properties has had its effect.

Vessel fires constitute nearly one-third of the total number of fires. Their prevalence emphasizes the importance of the Coast Guard regulations on the security of vessels in port, and on the handling

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of dangerous cargo, as well as the measures which have been taken toward providing equipment and personnel for extinguishing fires. Fires on piers and wharves, establishments to which the Coast Guard pays particular attention, amount to only 12 percent of the total.

A summary of the waterfront fires compiled from weekly reports covering the 12 months period from October 1, 1942, to September 30, 1943, is printed below. The statistics have been broken down as to cause and type of facility involved.

	<i>Total Percentage</i>
Total number of fire alarms	3112
CG personnel or apparatus responded to	2852 . 91.65
False or unnecessary alarms	280 9.00
Actual fires	2832 91.00
Fires discovered by Coast Guard personnel	721 25.46
CG extinguished or assisted others	1167 41.21
Causes of fire:	
Undetermined	683 24.12
Welding and cutting	447 15.78
Heating appliances, including ovens, dryers, etc	370 13.06
Smoking, careless use of matches	307 10.84
Electric wiring and equipment	305 10.77
Spontaneous ignition	134 4.73
Sparks from combustion	126 4.45
Miscellaneous, including static electricity, hot coals and rivets, friction, sparks from tools, etc	120 4.24
Rubbish or brush fires, no cause stated	115 4.06
Explosion, gas or volatile vapors	63 2.22
Internal combustion engines—motor vehicles, boats, etc	61 2.15
Flash ignition of flammable liquids	48 1.69
Open flame	16 .57
Rekindling	16 .57
Chemical reaction	12 .42
Lightning	5 .18
Aircraft accident	3 .11
Explosion, detonation of explosives	1 .04
Facility involved:	
Vessel	901 31.81
Miscellaneous	582 20.55
Industrial establishment	503 17.76
Pier or wharf	352 12.43
Shipyard	282 9.96
Military or Naval establishment	148 5.23
Automobile, truck, etc	56 1.98
Material storage only, in open	8 .28

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